CORPORATION NOTICES

FRANCIS SICHOLSON, ISAAC WM. SMITH, Ass

COSFORATION NOTICE. Public notice is hereby given, to the BOT. FRANCIS NICHOLSON, ISAAC WM. SMITH. Asse

COMPORATION NOTICE - Public Nutrie is hereby given, to the Cowner or owners, occupant or occupants of all Houses and Lots

SpeciDepartment, Nov. 18, 1859. SAMUEL H. DE MOTT, FRAN GS NICHOLSON, ISAAC WM. SMITH, Assessors. 119 101

CONCINCTION NOTICE—Public notice is bershy given, to the University of Comporation of the Mouses and Lots, apposed or unimproved Lands, affected thereby, that the following Lassements have been completed by the Assessors, and are lodged in a conce of the Sureau of Assessments for examination, by all percess interacted, viz. For laying a cross walk in Hammersly street, not the corner of Besilors to the south-assetty corner of Ham sush and Sunit streets. The limits embraced by such Assessment adults all the several Houses and Lots of Ground, vacant Lots, piece and parcels of Land, situated on southerly side of Hammersly street, between Houston and Varick at rests, and on the north engage of the control o

DEPARTMENT OF REPAIRS AND SUPPLIES—TO BUILDBEIS—Scaled Proposals will be recived at this office of the Comsentons of Repairs and Supplies, basement, No. 1, waste and of now
the Hall, until Mor day the Sach day of Rovember, at 12 octock, M,
atwhich time tiny will be public opensors. No. 23, and Hose Compair of the Superintendent of Repairs to Public Buildings, No. 19
Etsaleh Street. Estimators are required to estimate for each sepstally.—Nov. 15, 1800. Commissioner of Repairs and Supplies. Commissioner of Repairs and Supplie

8. B - Blank estimates can be had at either of the above offices

CROTON AQUEDUCY DEPARTMENT, Rotunda, Park, Nov. 11 CIRCU- CORPORATION NOTICE—Public notice is hereby given that petitions have been presented in the Board of Aldermen, Mr. sewer in Thirty eight street, from Sixth to Eighthavenue. He also for a sewer in Thirty initial-street, from Madeson-avenue to musect with the sewer to be built in Thirty initial-street, shout 100 kit west of Fathavenue. All persons interested in the above have gobjections thereto, are requested to present the same in writing (fating their address and extent of interest) to the Contract Circk, eithis office, on or before Thursday, 18th int. NICHOLAS DEAN, fresident Croton Aqueduct Department.

CROTON AQUEDUCT DEPARTMENT. Rotunds, Park, Nov 15 1850 - Corporation Notice. Public active is hereby given, that

STREET DEPARTMENT, NO 4 HALL OF RECORDS.—Public Daties is hereby given, that the following petitions have been presented in the Board of Ajderment. To flag sidewalks of Thirtieth at Letwent Severth and Eighth avenues, to regulate and grade Forty-sifth at, between Third and Fifth avenues; to fence variant lots on noth eights of Twenty eight, Twenty and lind off hirtieth streats, he tween Saventh and Eighth avenues, on the westerly side of Seventh-avenue, between said streats; to amond the grade on Forty eighth avenue, to context of the profile in the Street Commissioner of office. Also, the following Reac lation: To regulate, pray, and set curb and gatter in Twenty sith street from Teach avenue to Hudson Rover. All presents interested, having objections thereto, are requested to present them in writing at his oliker, on or before the fifth, of Nevender; inst.—Nov. 16, 1850. JOHN T. DDDGE, Street Commissioner.

STREET DEPARTMENT, No. 4 HALL OF RECORDS .- Pub. Sinc notice as herebs given, that the following resolution has been presented in the Board of Alderman: To regulate, grade, as could and gotter stones and flag a space four value in Seventhetta objects where Third and Fourth are. All persons interested, having objects been thereto, are requested to present them in writing to the under segned, at his office, our observed them to be discovered by the soften of the soften of the soft and of the soften of the soft

STREET DEPARTMENT, Ro. 4 HALL OF RECORDS.—Public Socies is boreby given that the following resolutions have been presented in the Board of Petitions: To raise Greenwich and Wavbing on sits, and Cross at, bounded by Broadway, Battery Place, West and Laberty siz. To widen Morries at, from Broadway to West at. To widen Rectorest from Broadway to West at. To widen Rectorest from Broadway to West at. To widen Rectorest from Broadway to West at. All persons interested having object tunn thereto, are requested to present them in writing to the sindersigned, at bits office, one takers the 19th day of Rovember inst.—Nov. 9, 1800. JOHN T. DODGE, Street Com. nilo

STREET DEPARTMENT, No. 4 HALL, OF RECORDS .- Pub be audited as beenly given that the following resolutions have been presented as the beautiful Adherment. In case of regulate the curb according to the beautiful and adherment and the contraction and adherments are not required and which could be a supported to the support of the support of

The New Double Track Plank Read is new finished from Jersey City to the Cemetery. Sizges leave for the Cemetery at 10, 2, and 44 o'clock; leaving the Cemetery at 74, 124, and 34. FARS 124 Cents. EP The Company are still selling lots at the very low price of \$15, payathe in monthly installments of \$2. They respectfully invite the public to visit their grounds. Who will be without a burial lot for his family, when six months is given to pay \$151 Office, 208 Broadway. Office, 229 Broadway, n2 171* J. BELKNAP SMITH, Secretary.

FOR BRIDGEPORT, via STRAT-FORD.—Fare 50 cents.—The steamer ANSONIA, Capt George Deming, will leave Peck-slip every Tuesday, Toursday and Saturday morning as follows:
Saturday. Nov. 16, at 61 P. M. Taresday, Nov. 26, 19 A. M. Turesday, 19, 19 A. M. Taursday, 21, 10, 11 Saturday, 21, 18 Saturday, 30, 11 Saturday, 21, 18 For particulars inquire of n1 1m. THOS. LOCKYER & CO. 112 South-ss

GALVESTON AND BRAZOS CA-GALVESTON AND BRAZOS CAUNAL-Froposals will be received by the undersigned
antil the 15th December, for digging or excavating the proposed Canal from Galveston Bay to the Brazos River, accerding to the plan and specifications as furnished by Major
Stein, Civil Engineer, on both the specifications—viz:
One for 50 feet wide at the water's surface, 41 feet at the
bottom, and 3 feet deep at low water. The other 50 feet
wide at the water's surface, 51 feet at the bottom, and 3 feet
deep at low water.
The plans and specifications are now ready for inspections at the office of the President of the Company, (L. M.
H. Butter, Saq, in Galveston; at the office of Major Stein,
Mobile; and at the office of J H. BROWER & CO. 45
L. M. H. RUTLER,
L. M. HITCHCOCK,
Galveston, Oct. 25, 1856. [122 D1*] Committee.

DOUGHKEEPSIE LINE of BARGES. The barge CLINTON, Capt. Willase, every Monday; EXCHANGE. Capt. Rosekrams, every Thursday; POUGH. EXEPSIE. Capt. Hoffman, every Samindy at 5 o'clock, PM, from foot of Murray-st. for pa. seengers and freight. The above barges are elegantly furnished with state-rooms and spacious and comfortable; 'cabina, such are express, and a rive at Poughkeepsie in t'use for the stages are seagers, and arrive at Poughkeepsie in t'use for the stages in Sanzon. Pine Plains and New-Milford.

For further information, aponly on board that barges or the stages are seasons. WIDLIAMSON & VAIL, 181 West-st 121 6m

CALIFORNIA.

GREGORY'S CALIFORNIA PACK-AGE ENPRESS, per Steamship CHEROKEE, TUESDAY, 31 Nov. at 3 PM - By the above conveyance a Special Messenger will be dispatched from this offic-baving charge of parcels, Packages, and Express matter of

The arrangements of this Express being of the most per The arrangements of this Express being of the most perfect description, all business entrated to it will meet will prompt displatch. Shippers will please take notice that all freight by this line is forwarded up the Chagres river in the bettomed American beauts, the great risk of loss, or damage by employing canoes being wholly avoided. Parcels received until the morning of the day of saling, and letter until 24 PM. Packages and heavy freight must be delivered at our office, prior to the day of saling, where goods waiting for shipment are covered by insurance.

THOMPSON & HITCHOOCK.

Managers and Agents, 149 Pearlist, corner of Wall.
P.S.—Skippers by this Express can avoid the amovance and expense of cleaning their goods at the Custom House Terms reasonable.

NARE REDUCED .- Through Line for SANE READONCED.— I HIGGII LINE for SANE FRANCISCO, via Changrea, direct, and by the L.S. Mail Steamers on the Pacific. The new and apiendid teamethy CHEROKEE, 1,300 mas burden, Henry Wise, Commander, will leave her dock, pier No. 4 North liver, for Chaptere direct, on Tuesday, Nov. 23, at 3 o'clock. Passengers by the Cherokee will find comfort and as sengers by the Cherokee will find comfort and so-nodations unsurpassed by any other steamer, and will be to connect with the favorite steamship TENNES.

FOR CALIFORNIA, via CHAGRES. WITHOUT DETENTION at PANAMA—The United States Mail Steamship Company will dispatch the splen did double-engine steamship OHIO, J. F. Schenck, U. S. Navy, Commander, on Tuesday, Nov. 2a, at 3 o'clock, P.M. from the pier foot of Warren-st. North River, with the Government Mails and passengers for San Francisce and Intermediate ports.

The connection at Panama will be carefully kept up, and passengers for San Francisco are guaranteed that they will not be detained at Panama beyond the usual stay in that port.

that port.

The books are now open, and passage can be secured at

TO CALIFORNIANS. -- IMPOR-

new spienard Double Engine Steamship
CONSITUTION,
Lieut S B. Rissell, U. S. N. Commander, will leave Pansma for San Francisco on the 15th Dec. next in season for
passengers from hence by the steamers of 26th and 29th
inst. passengers from hence by the scanner.

The Constitution was built under the same superintendence as the Caroline and the Union, whose admirable accommodations and fine sailing qualities are well known. She is fitted out with stores of a superior order, and neither pains nor liberality will be spared to give passengers every

Steerage WARD & PRICE, 40 Wall-st. PACIFIC MAIL STEAMSHIP COM-

PACIFIC MAIL STEAMSHIP COMPANY.—The public is informed that under the arrangements of this Company, steamers inspected and approved by the Navy Department, and carrying the United States Mails will continue to leave Parama and San Francisco on the first and fifteenth days of each month, unless detained by unavoidable accident or the non-arrival of the Mails at Panama. The Steamers of the first of the month will touch at Acapuico, San Blas, Mazatian, San Diego and Monterey. The Steamers of the fifteenth of the month will touch at Acapuico, but no other Mexican ports.

The new steamship COLUMBIA will ply regularly after her arrival in the Paclic, between San Francisco and ports in Oregon, awaiting at the former port the arrival of mails and passengers from Panama, and returning without delay with mails and passengers for the following steamer from San Francisco. A regular line of propellers will be kept up for the transportation of freight and transient passengers between Panama and San Francisco.

The connection in the Atlantic will be maintained by the Steamships EMPIRE CITY, leaving New-York on the 28th of each month, for Chagress. A third boat will also be kept in New-York as a spare steamer.

The new steamships CARIBBEAN and Philladell-Phila will form a direct line between New-Orleans and Chagres, leaving at such periods as will insure as little detention as possible on the Isthmus, and forming, with the Paclic steamships a THROUGH LINE to and from New-Orleans and ports in Mexico, California and Oregon.

THROUGH TICKETS for any month can be secured on application to the Company, 51 Southest New-York. Applications for passage from New-Orleans should be made to ARMSTRONG, LAWRASON & CO. Agents, at that head. plications for passage from New-Orleans should be made to ARMSTRONG, LAWRASON & CO. Agents, at that New-York, Oct. S1, 1850.

CHAGRES, CRUCES, AND STRAND STRAND CHAGRES, AND CHAGRES, Wallace W. Williams, assisted by Hugh Miller.

THE PANAMA RAILROAD HOTEL, at Gorgons, under the management of A. B. Miller and J. F. Conuer. der the management of A. B. Miller and S. C. Conger and THE AMERICAN HOTEL, at Cruces, under the management of E. R. Folger and H. Miller, Jr. THE UNITED STATES HOTEL, at Panama. under the management of Adrian B. Miller.

FOR SHREWSBURY, LONG BRANCH, (Ocean House,) PORT WASHINGTON, MOUNTS and BROWN'S OOCKS, (Middletown,) and RED BANK.—The well-known steamboat JOHN HARTN Capit. A. H. Haggerty, will leave west side of Peck-slip Pier, East River, as follows:

NEW ARRANGEMENT to BRIDGE-PORT-FARE 56 cits.—On and after SATURDAY, NOVEMBER 16, 1850, the Steamer ROGER WILLIAMS, Capt. Charles Weeks, will leave New-York, foot of Marketat. E. R. every Tuesday, Thursday and Saturday at 8 o'clock A.M. Returning, will leave Bridgeport from the Railroad Dock every Monday, Wednesday and Friday at 8 o'clock A.M. Bridgeport and Railroad Freight taken at the lewest rate. For Freight or Passage apply to the Captain on board or the Agent on the Wharf. 1611m*

CAMDEN AND AMBOY RAILROAD LINE, FROM NEW YORK TO PHILADELPHIA.—
One Line only will be run until further notice—leaving New
York, from Fier No. 1 North River, foot of Batteey place,
daily, Sundays excepted, by steamboat JOHN POTFER,
Captain JOHN SIMPSON, at 12 o'clock, for South Amboy,
where passengers will take the cars for Camden, stopping
at the usual intermediate places, and arriving in Philadelphia about 5 P. M.

at the usual intermediate places, and arriving in Philadelphia about 5 P. M.

FAR.

First Class Cars.

Second Class Cars.

2.00

Third Class Cars.

1,50

Dinner provided on board steamboat John Potter.

Faseingers for Freehold will take the Stage at Wests.

Fare from New York to Freehold, "7's cents.

Leaves by steamer TRANSPORT, Capt. J. Gonld, at 5; o'clock, P. M. Fare S1,50. So the of baggage allowed each passenger, to be carried at the risk of its owner, but nothing will be received or considered as baggage except wearing apparel.

[n2:1f] IRA BLISS, Agent.

CHANGE OF LOCATION.—On and Cafter 12 o'clock Thursday Nov. 14th, all Freights for Bridgeport, Housatoute and Naugatinek Railroads, will be received at the NEW YORK AND NEW HAVEN RAILROAD DEPOT, (in Walker-st.) instead of foot Charles, as hereafor P.S.—No Steamboat in connection with the Railroads after the above date.

UNITED STATES MAIL LINE from CHARLESTON to HAVANA, via SAVANNAH and KEY WEST.—The spier did steamship ISABEL, 1,000 tuns burden, commanded by Capt. William Rollins, will commence ber regular trips on Monday, Oct. 1, and sail regularlyfrom Charleston, S. C. for Havana on the let and 18th of each month, and from Havana to Charleston on the 8th and 533

From Charleston and Savannah to Havana, \$40. From Charleston and Savannah to Key West, \$30. From Charleson and Saxanan to Rey 11 cs. 50.

For particulars, apply to SPOFFORD, TILESTON & CO. 45 Southest. In Charleson to M. C. MORECAL.

Agents in Havana, DRAKE, BROTHERS & CO. Passengers leaving Havana by this ship can reach Baltimore by the land route the fifth day, or, by meeting the steamer Southerner, reach New-York in same time.

FOR KEYPORT and Fort Hamilton. -The steamboat CHINGARORA leaves Chambe pler daily, (Sundays excepted.) at 2 P.M.; returning, le Keyport at 9 A.M. landing at Fort Hamilton each way, 038 Jm.

TRAVELING.

STEAMSHIP OSPREY for CHAR-T. MARSHAL Commander, will sail from Lamburd st. PHILADELPHIA, on Salurda

NEW-YORK & NEW-HAVEN RAIL-ROAD—On and after Monday, October 14, the follow-ing trains will leave the Canniest Station, near Groundway, Passet zers also received at the New-York and Harless Railread Office, Twenty-seventhest 1. Accommodation Train at 7 15 AM, for New Rockella damaroneck, Rye, Port Chester, Greenwich, Stamford, Da-

Ave. Haven Passengers from the Way-Stations for Hamden, Cheshire, Southington, Paintille, Farmington, Avon, Faritiville and Collinsville, will take this Train and join the Canal Railroad Train at New Haven.

2. Express Train at 8 o'clock A. M. for Stantord, Bridgeport, Aliany, Housatonic and Naugatuc Railroads, New-Haven and the Ganal Railroad, Middleton, Hartford, Stringfield and Connecticut River Railroad, Worcester, Providence, and Boston.

3. Accommodation, Train at 9 o'clock A. M. for New-Haven and all intermediate Stations. Passengers by this Train for Stations on the Hartford and New-Haven Railroad, will remain over at New-Haven about one hour reason, will remain over at New-Haven about one hour Passengers for Boston, by taking this Train may remain over from three to are hours at New-Haven, Hartford, Springfield, or at any Station where the Express Train receives passengers. Passengers by this Train for the Canal Rail-road will remain at New-Haven until 91 P. M.

4. Express Train at 3 P. M. for Samford, Norwalk, Bridgeport, and Hossatorica and Naugatuck Railroads, New-Haven, Hartford Springfield. Worcester and Boston.

5. Accommodation Train at 4 P. M. for New-Haven and all the intermediate Stations.

ermediate Stations. commutation Train at 5 P.M. for Bridgeport and in-

6. Commutation Train as 7 to NeW-YORK
1. Commutation Train at 6 to A.M. from Bridgeport, stopping at all the intermediate Stations.
2. Accommodation Train at 7 A. M. for New-Haven, stopping at all intermediate Stations, receiving passengers from Naugatuck Railroad at Bridgeport.
3. Accommodation Train at 3 40 A.M. from New-Haven, stopping at all intermediate Stations, receiving passengers from the at all intermediate Stations, receiving passengers. stopping at all intermediate Stations, receiving passengers from Hartford and New-Haven, Canal Rairoad, and Naug-

from Hartford and New-Haven, Canal Hairoac, 2rd Nauganiuc Rairoad.

4. Express Train at 10 P.M. (in connection with the Express Train from Boston) from New-Haven, stopping at Bridgeport and Stamford, receiving passengers from the Housstonic Rairoad at Bridgeport.

5. Accommodation Train at 430 P.M. (receiving passengers from the Accommodation Train from Boston) from Rew-Haven, stopping at all intermediate Stations.

6. Express Train at 3 10 P.M. (or in connection with Express Train from Boston), stopping at Bridgeport, Norwalk and Stamford, arriving in New-York at 11 30 P.M. Evening Train from Pittsfield connects with this Train at Bridgeport. Forwalk and Stamford, arriving in New-York at 11 30 P.M. Evening Train from Pittsfield connects with this Train at Bridgeport. Fassengers are requested to procure tickets before taking seats in the Cars. [17 17] R. B. MASON, Sup't.

NEW-YORK and ERIE RAILROAD

NEW ROUTE to BUFFALO and the WEST—Fall Arrangement—Leave New-York for Binghamton, Elmira, Corning, Hornellsville, Geneva, Rochester, Buffalo and intermediate places daily by steamboats THOMAS POWELL and ERIE, from pier foot of Dunnesst as follows

Breakfast and supper on board the boats.

EXPRESS TRAIN at 7 A. M. stopping only at Sufferna, Chester, Gosben, Middletown, Port Jervis, Narrowsburg, Hancock, Deposit, Lanesbero, Braghamton, Owego, Warley, Elmira and Jefferson, arriving at Geneva at 10 P.M. Passengers for Rochester, Buffalo, &c. can lodge at Geneva, and taking the Express Train from Aibany next morning, arrive at Rochester and Buffalo at the same time as passengers via Aibany, with the advantage of a night's rest at Geneva. WAY AND MAIL TRAIN-At 7 A.M. stopping at all the stations, arriving at Corning the same evening at 10 15 o'clk.

Way Train at 4 P.M. for Otisville and all intermediate

way Trains at 4 P.M. for Obsylide and all more stantons.

NIGHT EXPRESS TRAIN at 5 P.M. stopping at Plermont Sufferns, Chester, Goshea, Middletown, Chswille, Port Jervia, Narrewsburgh, Hancock, Deposit, Lanesboro, Great Bend, Binghanton, and all the stations west of Bingbannton. Passengers for Buffalo by this train proceed to Geneva and take the train arriving at Buffalo same afternoon. Passengers for Ithaca, Cavuga Bridge, and towns on Cayuga Lake, take the cars of the Cayuga and Issquehanna Raifroad at Owego, which leave immediately on the arrival of the Eric trains. Passengers for Toga and Lycoming counties, Pa lake the cars of the Corning and Biossburg Raifroad at Corning. Stages leave Narrowsburg, Hancock, Deposit, Lancaboro, Binghamton, Owego, Waverly, Eknira, Goralug and Hornellswile on arrival of the trains and Hornellswile on arrival of the trains and Hornellswile on arrival of the trains. Hancock, Narrowsburg, Port Jervis, Middletown, Goshen, Chester and Sufferns, arriving in New-York at 8:30 P.M. Waya-No Matt. Train leaves Combing at 5:A M. stopping at all the stations, and arrives in New-York at 8:30 P.M. NIGHT EXPRESS TRAIN leaves Geneva at 3:P.M. and Hornellswille at 2:P.M. stopping at all stations west of Bing-bamton, and at Great Bend, Lancesboro. Deposit, Hancock, Narrowsburgh, Port Jervis, Otisville, Middletown, Goshen, Chester, Sufferns and Piermont, arriving in New-York at 5:0 clock A.M.
Waya-Naya Paran leaves (Suewburgh at 5:00 A.M. and 9:A M. and 5:P.M. connecting with the trains going West, Leave Chester at 6:42 AM. and 1 P.M. and 6:10 P.M. or oa arrival of the trains from the West.
Freight for Geneva, Rochester and Buffalo, and all places West, taken by Express freight trains, and is forwarded through without delay.

Superintendent. mitons.

Night Express Trainal 5 P.M. stopping at Plermont Suf-

SUPERINGARY AND PROPERTY AND A PROPE

MORRIS and ESSEX RAILROAD.

of Corlindest 8:30 A.M. and 8:30 P.M.; Leave New-York foot
a.M. and 4:15 P.M.

Passenger Trains Down Large Revenue New Property Property

PASSENGER TRAINS UP — Leave New-York fool of Cortland-st. 8-30 A.M. and 3-30 P.M.; Leave Newark 9-15 A.M. and 4-15 P.M.

Passenger Trains Down.— Leave Dover 7 A. M. and 145 P. M.; Moristown 7-35 A. M. and 2-25 P. M.; Mailson 7-45 A.M. and 2-40 P.M.; Summit 3-05 A.M. and 3-05 P. M.; Milville 8-15 A.M. and 3-15 P. M.; Orange 8-35 A. M. and 3-35 P. M.

Freight Trains.— Leave Dover 3 A. M. and New-York 11-4 A. M.

Orange 1-4 D. M.; Summit 3-05 A.M. and 1-90 P. M.; New-York 11-30 A.M. and 4-30 P. M. and 1-90 P. M.; New-York 11-30 A.M. and 4-30 P. M.

Passengers by these trains are received and delivered each way at North and South Orange, Milville, Summit, Chathan, Madison, Morristown, Morris Plains, Danville, Rockaway and Dover.

At Dover, stages connected with the A.M. passenger train leave for Suckasanny, Stanhope, Newton, Hackett-town and Hope, daily; Milford and Owego on Mondaya, Wednesdaye and Fridays, and for Sparta, Johnsonburg, Blairstown, Columbia, Delaware Water Gap, Strongsburgh, condiming to the Luckawanna Works, passing through Bartonville, Shanhope (P.-4). Smith's Tavern, Neaglesville, Olliton, Dumore, Hyde Park to Provisience, on Tuesdays, Thursdays and Samrdays, and returning meet the P.M. trains for New-York.

At Denville stages leave on the arrival of the A. M. and P. M. trains from, and meet the A.M. and P. M. trains from, and meet the P.M. trains for Basking Ridge on the arrival of the A. M. and P. M. trains from Ally, while fine for Rew-York.

At Morristown stages leave on the arrival of the P.M. train for New-York.

At Morristown stages leave on the arrival of the A. M. and P. M. trains from Ally, while fine for Rew-York.

At Denville stages leave on the arrival of the P.M. train for New-York.

At Morristown stages leave on the arrival of the A. M. and P. M. trains from Ally, and meet the P.M. train for New-York.

At Denville stages leave on the arrival of the P.M. train for New-York.

Also for Basking Ridge on the arrival of the P.M. train for New-York.

Also for Basking Ridge on the arrival

FOR BOSTON, via NEWPORT and

FALL RIVER.—By the splendid and superior steams are BAY STATE and EMPIRE: STATE, of great strength and particularly adapted to the navigation of Long and speed, particularly adapted to the navigation of Long Island Sound, running in connection with the Fall River and Old Colony Railroad, a distance of 53 miles, to Boston only

and speed, particularly adapted to the navigation of Long Island Sound, raining in connection with the Fail River and Old Colony Railroad, a distance of \$3 miles, to Boston only. Leave pier 5 N.R. near the Battery.

The steamer BAY STATE, Capt. Wm. Brown, on Tuesdays, Thursdays and Saturdays, at 4 P.M.

The steamer EMPIRE STATE, Capt. Benj. Brayton, on Mondays, Wednesdays and Fridays, at 4 P.M.

This line is the only one that runs direct for Newport. These steamers are fitted with commodition state-rooms and every arrangement for the security and comfort of passengers, who are afforded by this route a night's rest on board, and on arrival as Fail River proceed per railroad, reaching Boston early the following morning or can remain on board, extend their breakfast if wished for, until the starting of the accommodation train at a quarter before 70 clock, A.M. which reaches Boston at about 50 clock, A.M. Abaggage-master is attached to each steamer, who receives and tickets the baggage, and accompanies the same to its destination.

The rates for passage and the price of state-rooms the same as by other times.

A steamer runs in connection with this line to and from Frovidence, daily, except Sundays.

Freight to Boston is taken at the same rates as by the other Foundary and the same and forwarded with greater expedition by an Express freight train, which leaded for Boston and New-Bedford, arriving at its destination at or about 11 A.M.

For freight apply on board, or at the office on Piers N.B.

For fister-rooms or berths apply on board, or if it is desired to secure them ahead, application may be made to 1619 TISDALE & BORDEN, Agents, 78 and 71 West-61.

to secure them aboad, application may be made to jeloy TISDALE & BURDEN, Agents, 76 and 71 West-si,

FOR NEW-ORLEANS DIRECT .-The splendid steamship PHILAD ELPHIA will leave her dock pier 4, North River, for New-Orieans direct, on FRIDAY, Nov. 15, at 3 o'clock precisely.

After Salcon State Rooms. \$70
Forward Salcon State Rooms. \$60
Steerage. \$60
For passage, having fine accommodations, apply to the first of the property of

NEW-YORK and CHARLESTON
STEAM PACKET LINE.—NEW ARRANGEMENT.
Steamship SOUTHERNER, Capt. J. Dickinson, will continue her trips as follows:
From N York to Charleston
Saturday, Nov. 2, 3 P.M.

23, 3 P.M.

Dec. 7, 3 P.M.

Dec. 7, 3 P.M.

Passage, \$25. Projetjit, 12-c. per cubic foot
for freight apply on board at Pier No. 4 North River, and
for passage to
SPOFFORD, TILESTON & CO.

28 South-\$4.

NEW-YORK and STATEN ISLAND. -Leave Whitehalf at 9 and 11, A.M. and 2, 4 and 6, Leave States Island at 3 and 10, A.M. and 121, 3 and psu

TRAVELING.

VINTER ARRANGEMENTS. Commencing MONDAY, NOV. 4, 1839. This Road extends from ELIZABETH PORT 35 miles to the WHITE HOUSE, N. J. reducing the staging between the terminas of the Road and EASTON to 25 miles. This line leaves New-York by steamboat Red Jacket, pier No. I North River, and connects with trains on the New-Jersey Railroad, which leaves New-York from foot of Corthand 81.

of Cordand'st.

TRAINS UP—Leave New-York by steamboat Red Jacket, plor No. 1 North River, at 11,4.M. freight, and at 4 P.M.
nassenger, and by N. J. Railroad, foot of Cordand-st. at 9
A.M and 4 P.M.
Trains leave White House and following places for Newtrains leave White House and following places for New-

P.M. :
Jound Brook at 54 A.M.; Freight at 7 10m A.M.; Pasger at 2 25m P.M.;
Jamfield at 54 A.M.; Freight at 74 A.M.; Passenger at sifield at 6} A.M.; Freight at 71 A.M.; Passenger at po

ger at 1 F.M.

STAGES will be in readiness on the arrival of the 9 A.M.

stages will be in readiness on the arrival of the 9 A.M.

rain from New-York at the White House to convey passengers to Easton, Wilkesbarre, Bethlehem, Allentown and Mauch Churk, Penn, and to Flemington. Lebanon: Clinton, Mifford and Belvidere, N.J.

N. B.—All BAGGAGE at the risk of the owners until deN. B.—All BAGGAGE at massession of the Acents of the Cominvered into the actual possession of the Agents of the pany and checks or receipts given therefor,

DEGULAR MAIL LINE between BOS-DTON and NEW-YORK, via STONINGTON and PROVIDENCE—Inland route, without ferry, change of cars or baggage!

The steamers C. VANDERBILT, Capt. Joel Stone, and COMMODORE, Capt. Wm. H. Frazee, in connection with the Steinington and Providence and Boston and Providence Railroads, leaving New-York daily (Sundays excepted) from Pier Z. NR. first wharf above Battery-place, as at o'clock P.M. and Stonington at a P.M. or upon the ar-rival of the Mail Train from Boston.

These steamers were built expressly for the route, and are in every respect particularly adapted to the navigation of Long island Sound. The accommodations for passengers are commoditions and comfortable—the officers capable and ex-perienced.

perfenced.

The route being the shortest and most direct between Boston and New-York, passengers are enabled to arrive in ample time for the morning lines of steamboats and radiroads running to wartous points from those cities.

The C VANDERBILT willteave New-York on Tuesday, Thursday and Saturday, Leave Stonington on Monday, Wednesday and Friday.

The COMMODORE will leave New-York Monday, Wodnesday and Friday. Leave Stonington Tuesday, Thursday and Saturday.

nescay and Francisco and Santrals, and Santrals and Santrals.

N. B.—Passengers, on the arrival of the steamers at Stonington, proceed immediately in the splendid railroad care to Providence and Boston. A baggage-master accompanies each train to and from Boston. For passage, both state-rooms or freight applications may be made to the Agents on the wharf, and at the office, 10 Batteryniage.

Change of Hours, commencing Sept. 23.

PAMAPO and PATERSON and PATERSON and PATERSON and HUDSON RIVER RALIKOADS.

Leave Suffern's Depot at Leave New-York at 70 clock A.M.

SUNDAY TRAINS.

Leave Suffern's Depot at Leave New-York at 70 clock A.M.

To clock A.M.

* or on the arrival to the series of the ser

Leave Paterson at

14 o'clock A. M. Market-st.
15 o'clock P. M. Par'n Dep.
15 o'clock P. M. Par'n Dep.
15 o'clock P. M. Par'n Dep.
15 o'clock P. M.
16 o'clock P. M. Par'n Dep.
16 o'clock P. M.
17 o'clock P. M. Par'n Dep.
18 o'clock P. M. Tains from Suffers's
18 o'clock P. M. Tains from Suffers's
19 o'clock P. M. Tains from New19 o'clock P. M.
19 o'clock

FOR HUDSON & INTERMEDIATE LANDINGS.—The steamboat HUDSON. Capt. Wm. B. Mellen. will leave the steamboat pier foot of Cedar-ston Monday, Wednesday and Friday, and the steamer COLUM-BIA. Capt. C. F. King, on Tuesday, Thursday and Saturday, at 5 o'clock, connecting with the stages at Newburgh, Kingston and Catskill.

HUDSON AND BERKSHER. RAILROAD.—The passenger trains of this Road, after March 23, will leave Hudson and West Stockbridge daily. (Sundays excepted) as follows:

HUBSON AND BERKSHIRE RAILROAD—The passenger trains of this Road, after March 25, will leave Hudson and West Stockbridge daily, (Sundays excepted) as follows:
Leave Hudson at 7 A.M. and 2 45 P.M. and West Stockbridge at 7 A.M. and 4 P.M.
Freight trains, with passenger car attached, will leave Hudson at 11 A.M. and West Stockbridge at 10 30 A.M.
Passengers by the morning train from West Stockbridge may take the day boat for New-York, or the beat for Foughteepsie, and thence by railroad to New-York, by 2 P.M.
Fare by latter route from Hudson not exceeding \$1 25.
Passengers by the evening train will find the steamers OO-LUMB1A and HUDSON always waiting for them, and the fare of those boats will be as low as any other, evening boat on the river—from 50 cts. downward, as the line boats mag set the example.

on the river—from 50 cts. downward, as the time observables et the example. So, and the same fare in returning. Passengers should recollect that this fare includes berths, which is excluded in the fares of other routes.

The trains from Hudson, both morning and evening, connect with the trains of the Western Roads as heretofore. jes 6m

J. T. WATERMAN, Supt.

UDSON RIVER RAILROAD.—
NEW-YORK to ALBANY, by Railread and steamboats.—NEW ARRANGEMENT, 1850.
On and after Monday, October 28th, 1850, the passenger
trains wit run as follows. (Sundays excepted.) connecting
at Pougt keepsie with the fast-sating steamers ALIDA,
ARMENIA and SOUTH AMERICA, running to and from
Albany, and touching at the usual is termediate isavings.

LEAVE NEW-YORK, GOING NORTH.
From the Office in Hudson-ste near Chambers-8.
At 7.A. M.—For passengers to Poughkeepsie, stopping at
at the way stations.

At 8 15 A. M.—Express train for Albany, etopping at
Yonkers, Dobbs Ferry, Dearman, Tarrytown, Sing-Sing,
Perkskill, Garrison's, Cold Spring, Fishkill, New-Hamburgh, and connecting at Poughkeepsie with the ARMENIA or ALIDA, which will land at Hyde Park Kingston, Tivoh, Malden, Carskill, Hudson, Coxsockie, and
Suyvesant, and strive at Albany at 4 30 P. M.

At 12 M.—For Passengers to Poughkeepsie, stopping at all laws stations.

At 4 P. M.—Express train for Albany, stopping at Manbatterfulle, Forkers — Dobbs Ferry, Dearman, Tarrytown.

At 2 P. M.—For Passengers to Poughkeepste, stopping at all the way stations.

At 4 P. M.—Express train for Albany, stopping at Manhattanville, Yonkers, Dobbs' Ferry, Dearman, Tarrytowa, Sing Sing Peckskill, Garrison's, Coid Spring, Fisikill, New-Hantburgh and Milton Ferry, connecting at Poughkeepste wit the steamer SOUTH AMERICA, which will land at Hyde Park, Kingston, Barrytown, Tivoli, Maidem, Catskill, Hudson, Coxsackie, Stoyvesant and New-Baltimore, and arrive at Arbany at 123 A. M.

At 5 P. M.—For passengers to Peekskill, stopping at all way stations.

vay stations.

LEAVE POUGHKEEPSIE, GOING SOUTH.

At 7 A. M.—For New-York, stopping at all the principal

At 8 A. M.—For freight and passengers to New-York, At 8.A.M.—For regist and passengers of the vital stopping at all way stations.

At 11 45 A. M.—Or on arrival of steamer from Albany, which heaves there at 7 A.M. stopping at New-Hamburgh, Fishkill, Cold Spring, Garrison's, Peezskill, Sing-Sing, Tarrivown, Dearman, Dobbs Ferry and Yonkers.

At 8 P. M.—For New-York, stopping at all way stations.

At 6 P. M.—Or on arrival of steamer from Albany, which leaves there at 1 P. M. stopping at all way stations, on signal.

LEAVE PEKKSKILL FOR NEW-YORK. At 6:55 A.M.—Stopping at all way stations.

Passengers will promote their convenience and safety by
observing the following rules: 1st, Give particular directions to the baggage-man where your baggage is to be deinvered, that he may mark it accordingly, and thereby avoid
mistakes and delays; 2d, procure your texts before enter-

FOR EUROPE.

ing the cars; 3d, do not stand on the platforms.

OLIVER H. LEE, Superintendent

THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships comprising this Line, are the ATLANTIC, Captain West, PACIFIC, Captain Nye, ARCTIC, Captain Luce, BALTIC, Capt Comstock, ARCTIC, Captain Luce, BALTIC, Capt Comstock, These ships having been built by contract, expressly for Government service, every care has been taken in their construction, as also in their engines, so ensure strength and speed, and their accommodations for passengers are unequalled for elegance and comfort.

speed, and their accommodations for passengers are une-qualled for elegance and comfort.

Price of passage from New-York to Liverpool, \$150; ex-clusive use of extra size state-rooms, \$225; from Liverpool to New-York, \$255. An experienced Surgeon attached to each skip. No Berths secured until paid for.

each ship. No Berths secured until paid for.

PROPOSED DATES OF SAILING.
FROM NEW-york.
Saurday, Deventher 1850 Saurday December 28th, 1850
Saurday, Dec. th. 1850 Saurday December 28th, 1850
Saurday, Dec. 18th, 1850 Saurday, January 18th, 1851
Wednesday, Jan. 18th, 1851 Saurday, January 18th, 1851
Wednesday, Jan. 18th, 1851 Saurday, February 22th, 1851
Wednesday, Jan. 18th, 1851 Saurday, February 22th, 1851
Wednesday, Feb. 18th, 1851 Saurday, February 22th, 1851
Wednesday, Feb. 18th, 1851 Saurday, March 22th, 1851
Wednesday, Mch. 18th, 1851 Saurday, March 22th, 1851
For freight or passage apply to EDWARD K. COLLINS,
SWallest, New York, or to BROWN, SHIPLEY & COLLINS,
SWallest, New York, or to BROWN, SHIPLEY & COLLINS,
Liverpool, E. G. ROBERTS & CO. 15 King's Arms Yard,
London, or L. DRAPER, Jr. 8 Boulevard, Monumertee,
Paris

Paris
The owners of these ships will not be accountable for gold, sliver, builion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor, and the value thereof, therein expressed.

After the 1st of April next, the rate of freight by the above steamers will be materially reduced.

FOR LIVERPOOL. - United States Mil Stramship ATLANTIC, Capt. James West.—
This Steamship will depart with the mails for Europe positively on Saturday 17th of December, at 12 o'cloca, M.
fromber berth at the foot of Canai-st.
No berth secured till paid for.
All letters and papers must pass through the Post-Office.
For freight or passage, having unequalled accommodations, for elegance or comfort, apply to

The Steamer Pacific will succeed the ATLANTIC
and will sail December 21.

FOR LIVERPOOL—Packet Ship of the
Rick, Capt. R. Adams, will sail as above her regular day.
For freight or passage apply on board at pier No. 14 East
Ever, or to SPOFFORD, TILESTON & Co., 48 Southest.

FOR EUROPE.

NEW YORK AND LIVERPOOL THE REPUWEEN TO THE WHOSE WELL-direct, and BETWHEN TO THE WHOSE WELL-direct, and BETWHEN TO THE WHOSE WORLD THE W The Boston boats only calling at Hallfax to land and reeive mails and passengers.

EUROPA E. G. Lott.

Den of the most distinguish 1.5.

No berth secured until paid for. Freight will be charged on specie beyond an amount for ersonal expenses.

An experienced Surgeon on board.

All letters and newspapers must pass through the Post-

Office.

Office of For freight and passage apply to For freight and passage apply to For freight and passage apply to French, German, and other foreign goods, received and brought in common with British goods.

Through bills of lading are given in Havre for New-York. After the ist of April next the rate of freight by the above steamers, from Liverpool, will be very materially reduced.

21 If s

Germans and Mormons in Western Texas.

A member of the Mexican Boundary Commis, sion writes to the Providence Journal from Fredericksburgh, on the very confines of civilization, the following account of the settlers they have met in that region:

The road over which we have come is wretche The road over which we have come is wetcased most of the way—rocky beyond description—very hilly, with some hills of considerable elevation. On the banks of the Guadalupe river, which is about 80 to 100 feet wide, and which we forded, we found three log houses, and not having seen a we found three log houses, and not having seen a human habitation or a living creature during the day, we very naturally rode up to them. The buildings were as rude as any you ever saw, in fact, more so; you may therefore judge of my surprise on entering the first one, to see a man of about 40, with a long beard, dressed in a pair of coarse pantaioons and a checked shirt open at the breast, showing a skin tanned by the hot sun almost as dark as that of Indian, and sitting at a rude table engaged in reducing to paper some me teorological observations. But my surprise was increased on looking around at the finde walls of the lat, which were lined with books.

Professor Bar, the person alluded to, rose and

Professor Bar, the person alluded to, rose and welcomed us in good English, when I informed him who we were. He then told us that he and the several gentlemen who had just entered, belonged to a colony of Germans who had settled there two years before; that they owned a tract cloud a leasure source and had several hundred of land a league square and had several hundred acres under cultivation. He had been a Professor of Natural History in Germany. His library em-braced some 2,000 volumes, all of the best class, braced some 2,000 volumes, all of the best class, including natural history, chemistry, mineralogy, voyages and travels, history, etc. They were in various languages, but chiefly in German. I have been in many libraries, but this presented the strangest medley I ever saw. The furniture of this primitive library consisted of a broad table, a few chairs covered with undressed skins, and a bedstead of the rudest kind, on which lay a bed made of husks, but no clothes on it. Floor there was none; the hard, dry earth answered instead. Windows there were, but no glass in them eral deer's antiers were fastened to one side of the room, on which were suspended sundry gar-ments, and the remaining space not filled with books was occupied with rifles and fowling pieces, of which I counted ten.

The other gentlemen we saw seemed intelligent, The other gentlemen we saw seemed intelligent, and of a higher order than we usually see at the North among the German emigrants. They seemed very happy, had all they desired, and were perfectly independent of the world. In an adjoining house was quite a family of women and children belonging to the same company. In this were a piano and some fine old oil paintings.

On the composite side of the Guadalupe we

on the opposite side of the Guadalupe we came to another cluster of log houses, at which we stopped. These were also occupied by Germans. The principal gave me his eard, which bore the name Dr. Ernst Kopp, Professor. There were more comforts in this house than any I had ever seen. The ladies and children were neatly dressed and the amerance of the whole establishment. ed, and the appearance of the whole establishment resembled a country house in New England more than in an Indian country 2,500 miles off.

After traveling on some five or six miles, we came to well built rail fences and enclosures, and soon afterwards to cultivated fields. After fording the Perdinalis river, we came suddenly upon a village the very aspect of which showed us that it was neither a Mexican or a German set-

Driving up to the best looking house in the place, we were met at the gate by a portly look-ing man of about 50, from whom we learned that mg man of about 30, from whom we learned that we were in a Mormon settlement, bearing the remarkable and unique name of Zodiac. I complimented Mr. Wright, the leader, in whose house we then were, on the originality of the name, and as being infinitely superior to those universally common names of the statesmen of the revolution, of which areas States in the Lujon thinks who many States in the Lujon thinks who must of which every State in the Union thinks she must

ave a few dozens. Mr. Wright told us he came to this country two years ago, with a little colony of one handred and lifty persons, men, women and children. He planted himself in a wilderness, and had no neighbors within miles. His people hold everything common. The village consisted of a single bro avenue, with well built houses on either sie There are various trades among them, and the only saw mill for many miles. There is a respectable looking place of worship, painted white, the lower story of which is a store, where goods are furnished to the brethren as they require them, without charge. Mr. Wright told me his crop of conthis year would be 7000 bushels, which is corn this year would be 7,000 bushels, which is worth to him \$1.25 per bushel. There were a number of small childron running about, from 10 to 13 years of age, which Mr. W. said carned \$5 a day working in his corn field.

Mahommedan Justice.

Mahommedan Justice.

A certain merchant left in his last testament seventeen horses to be divided among his three sons, according to the following proportion: The first was to receive half, the second one-third, and the third a ninth part of the whole. But, when they came to arrange about the division, it was found that, to comply with the terms of the will, without sacrificing one or more of the animals, was impossible. Puzzled in the extreme, they repaired to the Cadi; who, having read the will, observed that such a difficult question required time for deliberation, and commanded them to retime for deliberation, and commanded them to re-

turn after two days.

When they again made their appearance, the judge said, "I have considered carefully your case, and I find that I can make such a division of the seventeen horses among you as will give each more than his strict share, and yet not one of the animals shall be injured. Are you content?"
"We are, O Judge," was the reply.
"Bring forth the seventeen horses, and let them

form. be placed in the court, said the Cadi.

The animals were brought, and the Judge ordered his groom to place his own horse with them.

He bade the eldest brother count the horses. They are eighteen in number, O Judge," he

said.
"I will now make the division," observed the Cadi. "You, the eldest, are entitled to half; take, then, nine of the horses. You, the second son, are to receive one third; take, therefore, six, while to you, the youngest, belongs the ninth part namely, two. Thus, the seventeen horses in the day of the property of are divided among you: you have each more than your share, and I may now take my own steed Mashallah!" exclaimed the brothers, with de-

light: "O Cadi, your wisdom equals that of our Lord, Suleiman Ibn Daood!" . | Notes on Nineveh.

CAVE-IN AT NATCHEZ .-- A most ruinous falling in of the bank took place on Water st., at Natchez lately by which the street was entirely cut off, and three buildings on the Carolan estate rendered untenantable. The entire bank, including the whole width of the street, sunk without a more constant. whole width of the street, sunk, without a moment's warning, to the depth of 25 or 35 feet, nearly on a level with the water in the river. The diseater has not only ruined the street, sidewalk and all, but has rendered the buildings unsafe and useless. An ominous crack in the rear of the buildings shows that their sites are threatened, if not irrevocably doomed. This is the third dangerous break in the bank which has occurred in Natchez and its vicinity since the low water; one very destructive near the steam saw mill of Andrew Brown, Esq., another opposite and below the steam saw mill of B. Cozzens, Esq. (Concordia Intelligencer.

A Peet's Tribute.
The following tribute to the matchless THE BRITISH and NORTH AMER- singer and to him whose well-directed enof our country :

To the Editor of The Tribune:

The praises of ker who has taught us the melody of the nightingale, and the benevolence of the seraph, is in every mouth. Their admiration, who have been admitted to her society, and felt the power of simple goodness, unalloyed by self, it is impossible either to utter or to repress.

This is as it should be. It proves that this great people, so intent on acquisition, so bewildered at times by the rapidity of their own progress, have not forfeited the capacity of appreciating excellence in a new form, and on such a scale as the world has never before seen.

Still, the individual as well as the public mind is prose, amid the tides of enjoyment, to overlook their instrument and source. We sail on the bosom of the broad river to its estuary, nor speak of its fountain amid the distant hills. We transmit our thoughts and wishes through the tension of the telegraphic wires, and forget the man who discovered and rules that strange mystery, " playing with Leviathan as with a bird, and binding him for the maidens."

The benefit conferred on our community by the coming of Jenny Lind, arresting it in the absorption of money-getting pursuits, and binding it to gether as one great, thrilling, uplifted heart, is like a new and higher sense of existence. The harvest of her exertions showered upon the needy, the sorrowing, the desolate, aiding the holy temple to uplift its spire, and the school to gather the little ones under its brooding wing, to all future generations, marks an unparalleled era in the history of beneficence.

While we are the recipients of this high and unique class of gratifications, we should sometimes remember him who has brought them within our reach. It has been said, that the gain of gold is his full recompense. This he has deserved by the risk and boldness of his enterprise, as well as his liberal expenditure. But this is not sufficient. Mr. Barnum merits the thanks of all who have listened to the Swedish Songstress, or been cheered by her charities. No one who has beheld the perfect order of her vast and delighted audiences-the clock-work precision with which they are seated and the quiet dignity of their egress, or contrasts it with gatherings for similar purposes at Exeter Hull, the thunder of a congregated London police, and their shoutings to overcule confusion, and the collision of carriages, can full to perceive the pervading influence of a remarkable mind, as well as the coincidence of a remarkable people. While, therefore, we are made happier and better by our present privilege, let us not omit a just tribute to him through whose efforts and invitation, this angelic guest has been induced to visit our shores.

Flogging in the Navy-The St. Lawrence. To the Editor of The Tribune .

The undersigned, having served between two and three years in the U. S. frigate St. Lawrence, during her late cruise, and having been well treated himself, is perhaps the better qualified to judge of the general treatment of American seamen in the United States service, so far as exhibited in this vessel. His own original position was that of a seaman, from which he was made schoolmaster. He had but little duty, and more liberty than the rest of the men, and, in abstaining from liquor, he perhaps avoided a common source of difficulty He has therefore nothing personally to complain of, but as an American citizen he feels acutely the disgrace of the American Navy and of the Ameri can seaman.

In the St. Lawrence, just paid off, flogging was of a common occurrence, and especially on a Sun. day. I have frequently heard Capt. Paulding use the most opprobious language to the men when brought up for punishment. He would not only punish them with the cats, but make them pump toul air out of the ship and scrub copper. He has even heard the officers abuse the men. No time was given for consideration, but for the most trifling fault, and in some cases for none at all, men were flogged or otherwise cruelly used. Thus :-James Warner, for taking a little fresh water to wash a sore finger with ; John Carter, for not pulling off his boots; Charles Andrews, for whistling; Andrew Maurer was kept nine days at the pumps for refusing to take a jacket that did not suithim so severely beaten with boat-hook by Mr. Touett-contrary to the Rules of the Service-that he was obliged to go on the

sick-list. While this treatment was common to the men the officers set them but a sorry example. Many were frequently drunk. For instance-one Passed Midshipman was so beastly drunk at a public ball on board that he actually hauled a lady on the deck. Nothing was said to him about it. Again, another Passed Midshipman was drunk almost daily, and when paid off was unfit for duty.

There was one act of wanton selfish tyranny, in which all the officers joined except the Captain. The men frequently bought potatoes for breakfast, with the Captain's permission; this all the officers would have prevented-thus sacrificing an extensive comfort to the men to some supposed incon-

veniency of the officers. The effect of this treatment is, that respectable American citizens will not join the Navy, Out of sixty-six petty officers, thirty-five were foreigners,

and a much larger proportion of the men. Why cannot the American navy be republican? the qualifications for officers be put as high as in any nation, but the path of promotion thrown open to the seamen? Why should unqualified officers of family and political influence occupy stations which those they command are better qualified to fill? The interests of the country demand a re-

We, who were seamen on board the St. Lawrence during her late cruise, certify that the above statement is true.

New-York, Nov. 16, 1850. W. H. × WATSON, WM. × JACKSON,

Yours, &cc.

HENRY NATHAN.

THOMAS SMITH, MARTIN RICARDS, HENRY GREEN.

STATE VALUATION OF MASSACHUSETTS.—The abstract of the assessors' returns for 1850 exhibits some singular results. Since 1840 at least 800 miles of railway have been finished in the State, and many lines of stages displaced, but the horses in Massachusetts have increased from 60,030 in 1840 to 74,060 in 1850. In the same period cattle have increased from 278,737 to 290,600, while sheep have declined from 343,390 to 179,537. The prohave declined from 343,390 to 179,537. The prohave declined from 101,178 bushels to 2,293,856, while cotton and woolen spin-bushels to 3,293,856, while cotton and woolen spindles have doubled in number, distilleries have decreased from 78 to 43.

Number of Houses in Massachusetts... 134,041 96,550

The woolen factory and saw mill of Ebenezer Foot, three miles south of Batavia, was destroyed by fire on Saturday night. Loss \$7,500. Insured \$4,500.